

SESSION OF CITY COUNCIL

Committee Submits Recommendation of Investment of the Guarantee Fund.

OF COLLECTOR OF LICENSES CREATED

Men May Get \$100 Each Extra Work as Equalizers.

At the meeting of the city council tonight, no communications were received from the Mayor, nor were any presented.

City to Hold Cash.

The committee, to which had been referred the matter of investing the fund, amounting to \$467,83, for the purpose of holding the same in cash, reported that it was not recommended that the money be held in cash, but that it be invested in bonds.

Art of Sewer Committee.

The committee on sewers had investigated the complaint that the sewer was not working properly, and reported that it was not the case, but that the sewer was working properly.

Money for Councilmen.

The matter of the members of the council appropriating to themselves money for extra services, was discussed, and it was decided that the members should not receive any extra money.

There Enough Money?

A resolution instructing the city engineer to report whether or not there was enough money in the city treasury to pay the \$100 drawn by the councilmen, was adopted.

Accidental Business.

Minor resolutions and a number of other matters were discussed, and it was decided that the city should not be liable for the damages caused by the accident.

SAULTED A CHINK.

Actor, but Not the Only One. A man, who is a chink, was caught in a trap, and he was caught in a trap.

Real Estate Deal.

At the sale of the premises on Main street, the property was sold to the highest bidder, and the sale was successful.

Marriage Licenses.

The following marriage licenses were issued by the city clerk: John Doe and Jane Smith, and John Doe and Jane Smith.

CONSUMPTION

Nothing—NO ONE WILL ADMIT THEY HAVE IT. A man who is a chink, was caught in a trap, and he was caught in a trap.

Starts with a Slight Cough.

Nothing is realized until it is too late. A man who is a chink, was caught in a trap, and he was caught in a trap.

Is a Distress Signal From the Lungs.

A warning that tells you your lungs are weak, and that you are in danger of contracting consumption, is a distress signal from the lungs.

TEA

No trouble or danger in buying our tea, coffee, spices, extracts, baking-powder, soda.

COMMISSIONERS OF WEBER COUNTY MEET

State Engineer Wants County Officials to Measure Streams.

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TELLS STORY OF GRAVE-DIGGING

Man Who Was Caught in Awful Slide at Alta Recounts His Struggle.

FOUGHT FOR HOURS TO SAVE MEN'S LIVES

Bodies of Five Victims Are in City Morgues Awaiting Burial.

"How does it feel to be buried under five feet of snow that is packed by tremendous pressure until it reaches the weight and consistency of ice?"

Not many men have lived after passing through an experience that fits them to answer that question, but Ross Armbrust, proprietor of the saloon that was swept away Saturday morning by the snowslide that brought death to some men, told the story Monday night to a Tribune man.

Was Awful Experience.

Without boasting or affectation, in the plain and simple language of a man whose life has been spent in the Western mining camps, who has indifferently faced a thousand dangers, Mr. Armbrust gave the recital of that awful night.

"It was tough, all right. I was sleeping on my face, which I think was all that saved my life. The first thing I knew I was struggling for breath and a heavy door was pressing down on my back. I am pretty stout, but it took me at least half an hour to struggle through the snow under which I was buried. It was packed until it was almost as solid as a cake of ice. As soon as I got my head into the air, I began to dig for the other boys. I had nothing but an undershirt and it was storming so that you could not see your hand before your face, but I kept digging until I found those things in a time like that."

Reached One in Time.

"It's hard to judge time under such circumstances, but I should say it was half an hour more before I got to Herrick. He was black in the face and unconscious, but he came to after a few minutes' working over him. Herrick, Murphy and Gray were all sleeping on the same bed, but Herrick was saved. I threw him under a card table that gave him a little space for air."

Gray Dead When Found.

"Then we started to dig for Gray and Herrick. Herrick said that he had heard the sound of signaling to him, some time before we got to Gray in another hour, but it was too late. We had no matches and no protection, except our night clothes. After two or three hours' work, we fought for our lives in the storm, while doing all in our power to find the men whom we knew were buried in the slide."

All Worked Bravely.

Toward daylight, after more than four hours of exposure, Mr. Armbrust was able to make his way to the Columbus boarding-house and arouse the men, although he did this at the risk of his life, as he was only in night garments. With characteristic bravery and spirit, the miners turned out a man and all the bodies were recovered.

Victims Brought to City.

With the exception of William Powell, who will be buried from the Sandy meeting-house Wednesday afternoon at 2 o'clock, the bodies of the victims were brought to this city Monday. Those of George Claybourne, John Erickson and Ernest F. Malin, were taken to the morgue at 2 o'clock, and all friends of the dead miner and his family were notified.

Held Waiting Advices.

The bodies of John Erickson, Albert Bennett and Jerry Murphy are being held in the morgue until arrangements can be made for their removal to their homes.

Breaking Trail to Camp.

It is probable that by tonight the trail will be broken by wagon clear through to the cabin. Six teams Monday made their way as far as the Columbus Consolidated mill, but decided to rest there for the night and complete the difficult task on Tuesday. A heavy snowfall had delayed the party, and it was not until Monday that they were able to start.

MINING MAN CALLED

R. W. Weiss Passes Away Suddenly in Butte.

Butte, Mont., Jan. 23.—R. W. Weiss, aged 38, a pioneer, and one of the best-known mining men in the West, is dead, the end coming suddenly, following a stroke of paralysis received Wednesday night. Weiss organized the oil company in the Butte Crude Petroleum company and the Monumental Oil company.

The deceased was a resident of Butte for a number of years and was also well known at Helena, Moorcroft, Wyo., Spokane, Roseland, B. C., and Salt Lake, at all of which places he was extensively engaged in promoting various enterprises. He was the owner of a number of claims east and south of Butte. Mr. Weiss was the discoverer of the oil fields near Moorcroft, in Cook county, Wyoming. Alvin Weiss, a son, is in South America, where he is consulting engineer for a London corporation.

Captain Washed Overboard.

PORT ARTHUR, Tex., Jan. 23.—Five members of the crew of the British schooner Gwaladri, bound from Cardiff, N. F., to Bristol, England, were picked up at sea by the British steamer Balaclava, which has arrived. The schooner became disabled at sea and the captain was washed overboard and lost.

Brief Mention.

OGDEN, Jan. 23.—H. E. Dunn, traveling passenger agent of the Oregon Short Line, is in Ogden today.

DO NOT GET UP WITH A LAME BACK?

Intimates Choice Necessary Between Rate Reform and Public Ownership.

THINKS CONGRESS CAN DELEGATE ITS POWERS

Nothing Wrong in Commission Determining What Is a Just Rate.

WASHINGTON, Jan. 23.—The question of regulating railroad rates occupied practically all of the time of the Senate today, notwithstanding that no bill with that end in view has been reported from the Interstate Commerce committee.

The discussion of the subject was in connection with Mr. Clay's speech, Messrs. Aldrich, Foraker, Bailey and Newlands being the principal participants in addition to Mr. Clay himself.

Refers to Hearst's Vote.

Mr. Clay advocated the passage of a bill which would give the Interstate Commerce commission power to regulate rates when complained of and said if there was no legislation along that line, the country might count on agitation of the question of Government ownership.

In that connection he referred to the large vote given Mr. Hearst in the late New York municipal election as an indication of the popularity of municipal ownership of the public utilities.

Aldrich Makes Prediction.

Mr. Aldrich indicated a purpose to oppose such legislation as that outlined and declared that he would be the author of the proposition to confer the rate-making power on the commission. He also took occasion to declare that the signs of the times point to the coming of either Mr. Hearst or Mr. Bryan as the next Democratic presidential candidate.

Platt and Dewey Present.

Senators Platt and Dewey were in their seats when the Senate convened today, the first appearance of either one for some time.

Both were given warm welcomes and were heartily congratulated upon their appearance of being in good health.

At the conclusion of the morning session Mr. Clay addressed the Senate on his resolution relating to the governmental power to fix maximum freight charges by rail.

Takes Issue With Foraker.

Mr. Clay supported the proposition that the Interstate Commerce commission should be permitted to regulate railroad rates. He contended that the railroad companies should be allowed to fix their rates in the first instance in preparing their schedules, but said that when these are so promulgated there should be a body with authority to modify and revise upon complaint.

He took issue with statements made earlier in the session by Mr. Foraker in opposition to the constitutional right of Congress to delegate its authority to regulate interstate commerce, saying that the Interstate Commerce act was a delegation of power to Congress with its other pressing business to give anything like adequate attention to them.

Congress Couldn't Do It.

"If Congress should remain in session from year to year, devoting its entire time to this work, it would be impossible to pass upon one-twentieth of these various complaints filed by the American shippers against the different railroad systems of our country. I repeat, if Congress cannot pass an act providing that the Interstate Commerce commission be authorized to fix rates, and just thus fixing a standard and delegating to the commission the power to hear the facts and carry out the legislative will of Congress, then the American people are at the mercy of the railroads."

Friend to Railroads.

He declared himself a friend of the railroads, but said that because of their public character it is proper that "they should be subject to public control and public transportation of persons and property that is both reasonable and just, and power ought to be lodged in an impartial, intelligent and broad-minded tribunal to pass upon the differences between the railroads and the shippers and render substantial justice to both."

Sees No Other Way.

"And," he added, "if Congress cannot exercise its power through a commission, then I am at a loss to know how the people can expect proper relief."

He declared that the laws granting aid to interstate commerce, and the Interstate Commerce act, were not sufficient to insure justice but were frequently upheld by the courts.

What Courts Have Held.

"In these very cases," he went on, "it was claimed that the legislative power must be exercised by the Legislature itself and could not be delegated to any other body, but the courts have uniformly held that where the Legislature enacts that rates shall be reasonable and just, the duty of executing this law of finding what rates are reasonable and just may be delegated to a commission and that a grant of such power is not a delegation of legislative authority."

Must Delegate Power.

"If such laws, enacted by the Legislature of different States have been sustained as reasonable, why cannot Congress enact laws of interstate freight rates that shall be reasonable and just and leave to the Interstate Commerce commission the right and power to investigate and find out what rate will be a proper one, what rate will be just and impartial, as between the shippers and the railroads?"

Unfair Assumption.

"Why presume that the commission will decide adversely to the roads? Why presume that narrow-minded partisans, easily influenced by public clamor, will be appointed to discharge this duty? It will not be a difficult task to secure honest, intelligent, upright men to perform this duty. Their kind ought to be appointed."

Possible Government Ownership.

"The sentiment has been growing in the Government toward the ownership of the railroads. Mr. Hearst came within a few thousand votes of being elected Mayor of the city of New York in the last election. I have never seen a follower of Mr. Hearst. Who had the remotest idea of the strong following which he developed in that city? It was the platform on which he made his race—Government ownership."

Doesn't Believe in It.

"I do not believe in Government ownership of railroads. I recognize the fact that the number of employees engaged in the work of operating and building these roads would be largely under the influence of the Government. In power, it would enable the party in control of the Government to hold it for all the time. The only way to turn public attention from the public control is Government regulation by law."

SENATOR CLAY GIVES PARAGRAPH

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MAINE WORKERS MAKE DEMANDS

Want Eight Hours and 12 1/2 Per Cent Advance in Wages.

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